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25X1A

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SUPPLEMENT TO
REPORT NO.

April 1948 to April 1949

1. Location and layout: No new information.
2. Designation: Aircraft Plant.
3. Production:

Document No. _____
 No Change In Class. ☐
☒ Declassified
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Repair of seaplanes (production may be planned for the future), repair of land planes, construction of biplanes (so-called sewing machines) at a rate of two to three a day, construction of fuselages for fighters (four or five a day). Production was shipped to ~~XXXXXXXXXX~~.

4. all the machinery was of foreign origin. Most of it came from the Arado Plant in ROSTOCK, all of which was said to have been dismantled there. Not all of the machinery had been installed.

1945 to October 1948

5. No aircraft production, only manufacture of household utensils.
6. The staff of the rocket and jet-propelled aircraft designing offices worked intensely.
7. Assembly of Me-109 aircraft from 1945 to 1947.
8. Crash of a new-styled seaplane, allegedly of the V-type, in the fall of 1948.
9. Working time: Three shifts with a total of 25,000 to 30,000 workers.

This document is hereby regraded to
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Comment:

Several reports on the TAGANROG aircraft plant have been previously received. The recorded production does not seem to have changed. However, the designation of the plant was apparently changed to Dimitrov Plant in 1948. Seaplanes are repaired, training aircraft (probably of the [redacted] and air-25X1A craft plants are produced. The existence of an extensive 25X1A design office has also been previously reported. It can be concluded that the plant was equipped with WARNERBENDORF Arado machinery. The [redacted] be judged with reserve.

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